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of the Ports, with the latest Trade Statistics
taken from the Reports of the Imperial Maritime
Customs and other reliable sources.

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good faith. All letters for publication should be written on
one side of the paper only, and rejected communications can
not be returned. Advertisements and Subscriptions which
are not ordered for a fixed period will be continued until
countermanded.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 23, 1882.

THE "Steamer" development which is
rapidly taking place on the Coast of China
is remarkable even in this age of progress,
and there can be little doubt that the days
of sailing vessels in this coast trade are
numbered. Not only do we hear of large
additions of improved descriptions of vessels
to the existing fleets, but the last mail
brings advices of an enterprise which
seems to outbid any undertakings of the
kind yet launched. We allude to the "Indo-
China Steam Navigation Company, Limited,"
the prospectus of which we have before
us—with a capital of £1,200,000, and
which evidently seems to aim at securing a
large share of the local carrying trade in
Chinese waters. The Company is based on
the acquisition of the property of the "China
Coast Steam Navigation Company," and
that of the "Yang-tze Steamer Company."
Of the latter Company but little is known
beyond that it has been in existence but a
short period and possesses three small
steamers which have had to contend
against considerable competition on the
river Yang-tze. As regards the former
Company its capital was Taels 500,000, or
£125,000, and it owned a fleet of six
steamers with a total Registered Tonnage
of 6,071 Tons, and not 9,349 Tons as printed.
This discrepancy is probably caused by
Gross Tonnage being given instead of Re-
gister as printed in the Prospectus. This
Company is apparently the backbone of the
new undertaking, and it likewise has had to
contend against, and still has for that matter,
a formidable competition, which has been
the general reason given, as far as we re-
collect, at the annual meetings as the ex-
cuse for the poorness of the dividends.
In the company's Prospectus it is to be in-
ferred that the valuation (£140,000) by the
experts Messrs. TUCKER and BOLTON is the
estimated value of the property in Eng-
land, but with every respect to the above
named gentlemen we may be permitted to
doubt whether their long residence in the
East qualifies them to give an estimate of
the present English value of the vessels. If
we mistake not, Mr. BOLTON is the super-
intendent of these steamers, and a valuator
unconnected with the vessels would perhaps
have been better, but doubtless in China,
competent persons are not numerous.

The next point that occurs to us in the
prospectus is the £15,000 allowance for
delivering the steamers in China. We
certainly fail to see why these vessels
should be taken to England in imagina-
tion, and brought out again, at this outlay.
It would have been far simpler, we think,
to have given their valuation in China,
which would have enabled those who are
solicited to become shareholders an opportunity
of verifying the figures given. To
English shareholders the sterling equivalent
doubtless appeals, though they would
have difficulty in gauging the value of the
property to be transferred, cost of bring-
ing out the steamers, good will, &c., &c.
We finally come to the sum of £50,000,
or say \$265,000, paid for the good will
of these two companies, together with that
of a monthly service of chartered steamers
between this and Calcutta.

We must admit we cannot see where
this amount of good will comes in. On

every one of the lines on which these
steamers are now employed they are sub-
jected to a keen competition, and there
is every indication of this competition
increasing instead of decreasing, and with
an improved class of vessel, and although
we consider the promoters exercised a wise
discretion in stating in such general terms
the probable earnings, still common pru-
dence seems to require that intending

shareholders should satisfy themselves that
they are to get value for so large a payment
as nearly 30 per cent. of the cost of the vessels
which are taken over. We can understand
a goodwill to exist in a service which is
monopolised by a line of steamers, but in
the present case we know of no patent
right enjoyed by any one Company in the
carrying trade on this coast from which
it would be difficult for a rival undertaking
to dislodge them. The routes specified
in the Prospectus appear to be open to
any comer; still, there may be some speci-
alities worth £50,000 on an outlay of
£170,000 which are obscure to us, and
upon which the prospectus is also silent.

We may be singularly obtuse, but, taking
all these circumstances into consideration,
we think the Company will have great
difficulties to surmount before it achieves
success, even although it is supported with
all the weight and influence of the well
known firm who inspire it.

A TELEGRAM from New York, dated London, 21st
inst., states that there is a semi-panic in the
American city on account of mercantile failures
in the wheat and cotton trade.

ACCORDING to the official *Messenger* of St. Pe-
tersburg, Reuter informs us, the policy of Russia
will continue to be a pacific one. The utterances
of Russian officials and the statements of Russian
official organs are not quite at one.

WE are requested to state that the Chinese ser-
vants' hiring office, under European manage-
ment, established at No. 22, Lyndhurst Terrace,
has been closed, the amount of public support
accorded to it not justifying its continuance.

INFORMATION has been received by the Agents,
the Messageries Maritimes steamer *Yangtze*,
with the next outward French mail, left Saigon
for this port to-day, at 3 a.m., and we are further
informed by the Superintendent of the Telegraph
Company that the steamer passed Cape St. James
at 10 o'clock.

It is announced in recent home papers that
a mission of five Chiefs, two of whom are Princes,
has arrived in Paris from the district in North-
Western Africa between Senegambia and the
Niger River. The country is called Fouta-Djallon,
and they are the first of their race who have
been introduced to modern civilisation.

ATTEMPTS are being made to induce the Govern-
ment to liberate Mr. Parnell, and Mr. Dillon.
Having resolved on presenting the freedom of
the city to Messrs. Parnell and Dillon, the Dublin
Corporation requested the Lord-Lieutenant to
permit these gentlemen to attend at the Civic
Chamber to receive the honour. The application
has been refused.

SIR Wilfrid Lawson, speaking at a meeting of the
West Cumberland Liberal Association, alluded
to Ireland as one of the poorest and most dis-
affected countries in the world, and one which
is dangerous to ourselves. The Tories had tried
coercion; the Liberals reform; and the present
Government both; and yet things did not look
much better than they did before.

IN reference to the Closure in Parliament, Reuter
telegraphs yesterday that Mr. Gladstone has pro-
posed the Parliamentary Rules, but stated that
he was willing to modify them so that when the
minority was less than forty the majority must
exceed a hundred. Sir Stafford Northcote op-
posed the Rules, and after a long and animated
debate the House agreed to adjourn.

THE Peers of Scotland met on the 11th January,
in Holyrood Palace to elect a representative Peer
in the room of the late Lord Airlie. There was a
large attendance both of Peers and of the public.
Protests were presented against the Earl of Mar
and Kellie voting as Earl of Mar, from the Mar-
quises of Bute and Huntly; the Earls of Carar-
wath, Crawford, Cassilis, Erroll, Galloway, Had-
dington, Kintore, Mansfield, and Morton; Vis-
counts Strathallan and Arbutnot, and Lord
Blaikyle. Lord Polwarth was elected by a large
majority, 26 votes being recorded on his behalf
as against five for Lord Lindsay and two for Lord
Northesk.

At the sitting of the Court of Appeal at Lincoln's
Inn, on Jan. 11, the Master of the Rolls referred
to the death of Lord Justice Lush, and said he
thought it right to express the great grief he and
his brother judges felt at the death of an esteem-
ed colleague—a regret that was equally shared
by the profession and the public. The late
Judge was a man of great energy, industry, and
perseverance. He raised himself from the low-
est to the highest position in the profession.
His really devoted study of his profession, com-
bined with an extraordinary power of memory,
made him master of all the intricacies of the law.
The Master of the Rolls then referred to the
labours of the deceased in connection with the
Judicature Act, and the efficient assistance he
gave to the committee of judges when the rules
were framed. Lord Justice Lush was a man of
great benevolence, and as a judge was conscien-
tious, painstaking, and disinterested—patient
and distinguished alike in sound learning and
sound sense. Mr. John Pearson, Q.C., on be-
half of the Bar, expressed the sense of loss felt
by the profession in the death of Lord Justice
Lush.—*Oxford Mail*.

It will be remembered that a disturbance took
place at Marseilles a few months back on the
return of some French troops from Tunis. When
passing the Italian Club in the celebrated French
port, several Italians hissed the soldiers and the
result was a serious row which might have led
to grave consequences. The Italians who caused
the trouble have lately been tried at the Aix
Assise Court and severely punished, one being
sentenced to ten years, and others to various terms
of imprisonment ranging from five years to six
months.

On January 10th no fewer than seven of the ad-
vertisement columns of the *Times* were occupied
by the list of sworn brokers engaged in business
in the city of London. Amongst the names we
note those of Lord Walter Campbell, younger
son of the Duke of Argyll, the Hon. Alfred Petre,
the Hon. Edward and Henry Bourke, Sir Maurice
Duff-Gordon, the Hon. Kenelm Pleydell-Bouverie,
the Hon. Richard Strutt, and Sir Hector
Maclean Hay. It would seem that the business
of a broker is quite an aristocratic one in London
nowadays.

It would seem that the French have not yet
satisfactorily solved the Tunisian difficulty. Ac-
cording to latest accounts from the North of
Africa a very strong feeling exists amongst the
natives against their volatile conquerors, which
is gradually on the increase. The seriousness
of the situation may be surmised by the announce-
ment of Ali-bey-Khalifat, leader of the Arab
insurgents in Tunis, who states that next spring
no less than thirteen tribes will join him in fight-
ing against the French, and that if Arabs abroad
would only help them by furnishing rifles of
modern pattern he might command a force of
170,000 men.

A STRANGE scene was enacted on Jan. 11, on
board the *Duke of Wellington* flagship at Portsmouth.
About 150 men were to be drafted to the
Tamar for transfer to the *Euryalus* and
other ships, and in the dinner hour these men,
joined by some blue jackets of the flagship, be-
gan to sing and dance, conducting themselves in
a most disorderly manner. They formed into a
body on the upper deck, where they defied the
efforts of the ship's police to restore quiet, and
the commander failed to obtain obedience to his
orders. The ship's corporals were directed to
disperse the men, but the attitude of the crowd of
seamen then became such that it would have
been impossible for the corporals to cope with
them. Finally all hands were directed to fall in
on the upper deck, and six of the rioters were
then singled out and placed under arrest. The
disorder lasted half an hour.

IF the intelligence published in a Paris news-
paper is to be trusted, the Papal question is in a
more acute stage than had been supposed. It is
asserted that Prince Bismark has explicitly
told the Italian Government that he considers
the independence of the Pope an international
question, and proposes a congress to make the
guarantee stronger and more effective. From
the same source comes a statement that every
preparation has been made for the departure of
his Holiness from Rome, and that quarters have
already been procured for at least his temporary
sojourn in Malta. Reports from Rome state, on
the contrary, that no Envoy from the German
Government has recently presented himself at
the Vatican. The arrival of one is said, how-
ever, to be shortly expected, as Prince Bismark
is believed to require certain definite replies from
the Pope before the opening of the Prussian
Diet.

IN his "Random Notes" in the *Straits Times*,
"M. A. T." says,—"Very little can be said, either,
in favour of the Kling boatmen who now mono-
polise the carrying of passengers from Johnston's
Pier to the shipping. If possible, they are more
extortionate than the syces, and, after dark, are
anything but pleasant companions. But they do
much as they please. "Singapore is a free port,"
and they make it so, and woe be to the belated
shipper who needs their assistance to reach his
vessel. These gentry, syces and boatmen, have
too much of their own way. It is nobody's busi-
ness to look after them. They pay for a license,
and that suffices for the authorities, who seem to
care little whether the license becomes one to rob
and plunder, or to convey the passenger safely to
his destination. But such seems the way of
the world! Railway accidents are sure to occur
until a director or two has been killed—and if
the people complained of would but swindle a
big official, or extort an illegal fare from one of
the upper-slayers of the Police, we might hope for
that redress which now seems hopeless."

It is understood, says the *L. & C. Express*, that
the Cabinet have refused to recognise, as incon-
sistent with International law in general, and the
Bulwer-Clayton Treaty in particular, the
claims to exercise entire control over the pro-
posed Canal through the Isthmus of Panama
which have been put forward on behalf of the
Government of the United States. Lord Gran-
ville will explain through Mr. Backwell West
the grounds on which the decision of Ministers
is based. The extraordinary circular in which
Mr. Blaine proposed a Congress of the Central
and South American Republics, to be held under
the patronage of the United States, leaves out of
account the interests of the vast territory com-
prised in the Empire of Brazil. The general
opinion on the authority of the Monroe doctrine
and on the exaggeration and perversion of it
which formed the ground of Mr. Blaine's ex-
travagant pretensions, is that the former is a
declaration of policy by an American President,
not a rule of international law, or a claim
sanctioned by European Powers. The latter
would have been disowned by President Monroe
himself. These considerations, and the friendly
relations which exist between our Government
and that of the United States, should suffice to
ensure that the political and commercial interest
of this country in the undertaking shall be fully
and fairly acknowledged. To say nothing of the
certainty that most of the carrying trade through
Canal would be English, the convenience of the
new route to British Columbia could not for a
moment be forgotten by the British Government.

HONGKONG RACES, 1882.

FIRST DAY, THURSDAY, 23RD FEBRUARY.

Stewards—H.E. Sir John Pope Hennessy,
K.C.M.G.; H.E. Lieut.-General Donovan; Com-
modore Cumming, R.N.; Lieut.-Colonel Geddes,
Royal Inniskilling Fusiliers; Hon. P. Kyrie;
Hon. F. Bulkeley Johnson; A. Coxon, Esq.; H.
Hopkins, Esq.; H. De Courcy Forbes, Esq.; T.
Jackson, Esq.; F. D. Sassoon; W. H. F. Darby,
Esq.; Judge, E. Sheppard, Esq.; Starter, A.
Coxon, Esq.; Clerks of the Scales, H. Hopkins,
Esq., and W. H. F. Darby, Esq.; Honorary
Treasurer, J. Thurburn, Esq.; Clerk of the Course,
H. J. H. Tripp, Esq.

To-day the ordinary business of commercial
Hongkong has been almost entirely suspended,
the share market quite deserted, and "bulls and
bears" altogether supplanted by race-ponies.
The one sporting event of the year, the annual
carnival of all classes of that heterogeneous mass
of human beings which constitutes our com-
munity, has again come round, and for the next
three days the Colony will be in a state of high
excitement, thoroughly infected with race-fever.
Wherever is heard the drum beat of that
empire on whose dominions "the sun never
sets," racing, the noblest and oldest estab-
lished of our national sports, flourishes apace,
and nowhere is it more generally popular than
in the Far East. Hongkong has almost from
time immemorial been a great racing centre, and
the pretty little course at Wong-nei-chong has
witnessed many exciting struggles between crack
racers in the golden era, when the rivalry be-
tween the two great houses of Jardine and Dent
became so great as to induce Mr. Robert Jardine
to pay the late Mr. Jas. Merry a fancy price
for the good horse Buckstone, second to the Mar-
quis in the St. Leger, and winner of the Ascot
Cup after a dead heat with Tim Whiffler, for the
express purpose of asserting the supremacy of
the "dark blue, silver braid." The hardy son of
Knowsley lived to reach his destination, but no
Hongkong Cup was fated to be added to his
Ascot trophy, as he never recovered from the
effects of his long sea voyage, and died shortly
after his arrival here. Other good horses, not-
ably Sir William, Exeter, and North Australian,
were popular favorites in Wong-nei-chong "in
the brave days of old"; but the game of horse
racing gradually became too expensive for our
modern sportsmen and the greatly altered char-
acter of the times, and China ponies soon
usurped the places formerly held by English and
Australian racers. The attempt to re-introduce
horse racing into Hongkong in 1877, by import-
ing about a score of Australian hacks on the
subscription principle proved a great failure, and
since then the whole of our racers have been
drawn from Mongolia, and there can be no
doubt that the China ponies are far more suitable
for our racers, and afford a much superior
class of sport than was possible in the days of
limited fields of thoroughbred racers.

The most important features during the training
season just ended merit passing notice. The sea-
son has, owing to the early arrival of the contin-
gent of subscription griffins, been more protracted
than usual. By the unremitting exertions of
Mr. H. J. H. Tripp, who succeeded Lieut. Friend,
R.E., as Clerk of the Course, aided by frequent
rains, the training track has been kept in
far better order than has been the case in
previous years. The racecourse has
also received a large share of the C. C.'s
attention, but although it affords fairly good
going it was neglected too long to be quite in first
class galloping condition. After the improve-
ments contemplated by Mr. Tripp have been car-
ried into effect during the ensuing summer, we
shall expect to find the course far sounder and
better going next year than has ever previously
been the case.

The subscription griffin movement, which led
to no less than 38 ponies being sent down from
the North, has no doubt greatly increased the
local interest in racing. These animals are not
of very high class, but in the races specially
allotted to them, good sport was insured from the
first, and after all that is the principal require-
ment. Next season it is intended to select our
subscription ponies on a different principle, which
will doubtless prove more satisfactory to the
general body of subscribers than the old plan.

During the training season very few incidents
of special interest have to be chronicled. Casu-
alties to the ponies have been very much less
numerous than in previous years. There must,
of course, always be a number of ponies which
fail to stand a racing preparation, no matter under
what favorable circumstances nor on what sci-
entific principles the training may be conducted.
Hongkong race-course bears a very bad reputa-
tion in the North for frequently causing lameness
to ponies trained over it, and no doubt there is
some foundation for this belief; but it should be
remembered that in very many instances the
weak spot is in the racer, and not in the race-
course. There is no reason whatever why
thoroughly sound ponies should not stand a
course of training just as safely in Hongkong, as
in Shanghai, or any other port in China. Mr.
Henry has been unlucky with his promising
griffin Frascuelo (late Gaslight) and the fast
pony Too-too; Mr. Paul has Financier and Rose
on the sick list; Mr. Gordon's second Cornet is
completely "screwed up," and Wild Race and
Wild Eddy of Mr. Kerfoot's lot have been under
suspense for some time; but in only one or two
of these cases can the race-course be held in any
way responsible for the unfortunate results. A
few of the subscription griffins were lame; when
they arrived, and several others succumbed to
the exigencies of training, but that might have
been anticipated, and could excite no surprise.

A race-day in Hongkong has been described
so frequently, and one anniversary is such an
exact counterpart of the other, that any elaborate
description of the various scenes associated with
our annual carnival would be out of place. From an
early hour this morning the exodus of pleasure-
seekers from west to east commenced, and con-
tinued until long after the saddling bell had rung
for the first race. The Queen's Road was as
usual admirably kept by the police, their task

this year being more difficult than usual, the
Praya not being available for carriage traffic
owing to the recent fire, and the jinniksha
nuisance of course caused a deal of trouble.
Long before one o'clock the centre of the course
was crowded with thousands of spectators, and
from the two miles starting post at the top
of the straight, to the gate at Bowington,
the rails were lined with human beings.
From the seven furlongs post to the
gate there is only one line of rails, and as the
turn past the judge's box is a very sharp one, it
is a somewhat hazardous job for a rider to hug
the rails closely, with people hanging half over,
and displaying umbrellas of every conceivable
shape and hue. By next season the double rails
should be extended right away to the five fur-
longs post. The long array of stands and
booths were crowded with thousands of plea-
sure-seekers, and the Grand stand, private
stands, and paddock were also largely patronised.
An unusually large number of ladies graced the
proceedings with their presence, the gay dresses
giving the old stand quite a brilliant appearance.
The course was well kept by a detachment of
The Buffs, and the Band of the Royal Innis-
killings, under the direction of Mr. E. Wallace,
played the following programme during the in-
tervals between the races:—

March (Slow)....."Military".....E. Wallace,
Drum....."The Band"....."The Band"
Valse....."The Band"....."The Band"
Selection....."The Band"....."The Band"
Trot....."The Band"....."The Band"
Galop....."The Band"....."The Band"
The sun was shining radiantly when the sad-
dling bell was rung for the first race, proceedings
commencing as usual with the old fashioned
Wong-nei-chong stakes. Half a dozen com-
petitors faced the starter for the popular half
mile spin, First Cornet being made a warm
favorite, and after a fine race with Iroquois the
Criterious winner just won on the post, with
second Violin a good third. A good field con-
tested the Ashley Cup, which fell to strathpeffer,
thanks to Mr. Hutchings' jockeyship, after a
splendid finish with shamrock. East
Wind greatly disappointed his supporters by
the very poor show he made in this race.
The Derby resulted in a great surprise, both
Huntsman and Hurricane, finishing in front of
the favorite Hualachan, the bearer of the
"blue and silver" winning a fine race by a
short head. First Cornet scored his second
victory in the Inniskilling Cup, carrying his
robs. penalty like a thorough race horse, and
then the "good thing" shell, came off in
the Valley, Mr. Grammont's mysterious one win-
ning with great ease from White Cloud and Scotch
Mist. Tajmahal had an easy task in the Foo-
chow Cup, having only Driving Cloud to beat,
but the time—4.30—was really excellent, and the
best ever recorded for the distance in Hongkong.
Gang Forward lost his maidenhood in the
Canton Cup after a good race with Bohemian,
and an excellent day's racing was
brought to a conclusion by the clever victory of
Airlie in the Victoria Plate. Mr. Gordon's was
the most successful stable, four races being
placed to the credit of the "primrose and blue."
Mr. Grammont accounting for two, and Mr.
Paul and Mr. St. Andrew one each. Details are
appended:—

THE WONG-NEI-CHONG STAKES, for China,
Manila and Japan Ponies, weight 12 inches;
entrance \$5, with \$75 added. Half a Mile.

Mr. F. S. Gordon's dun First Cornet (Mr.
Bramd).....1
Mr. St. Andrew's grey Iroquois (Mr. Allen).....2
Mr. F. S. Gordon's second Violin (Mr. Essex).....3
Mr. Paul's b. Sunlight (Mr. Reynell).....4
Mr. Mout's ch. Redstart (Mr. Hutchings).....5
Mr. Grammont's ch. Detonator (Major Hamil-
ton).....6

Mr. Gordon declared to win with First Cornet.
Betting 2 to 1 on First Cornet. After several
false starts, in one of which Iroquois broke away
and galloped a quarter of a mile before being pulled
up, the lot were despatched on fairly even terms,
although Iroquois being in his stride had some
advantage. On descending the hill from the
Black Rock Mr. St. Andrew's pony led by three
lengths from Sunlight, with First Cornet and Red-
start next, and second Violin and Detonator
several lengths behind. No material change
occurred until entering the straight, where
Iroquois's lead was slightly decreased, First
Cornet at the same moment parting company
with Sunlight, while both second Violin and Red-
start assumed prominent positions. Half way
down Iroquois still led and looked all over a
winner, but once inside the distance the big dun
came with a rattle, and catching the leader at
every stride got his head in front two strides from
the chair and won by that distance, second Violin
coming with a tremendous rush, being beaten
half a length from the second, with Redstart
fourth; Sunlight fifth, and Detonator beaten off
Time, 6.0 seconds.

THE ASHLEY CUP, value \$150, presented by F.
D. Sassoon, Esq.; for China, Manila, and
Japan Ponies; entrance \$5; weight for inches,
One Mile.

Mr. Grammont's grey strathpeffer (Mr. Hut-
chings).....1
Mr. Paul's br. shamrock (Mr. Reynell).....2
Mr. Henry's grey Rosella (Mr. Ogle).....3
Mr. F. S. Gordon's br. East Wind (Mr. Bramd).....4
Mr. Paul's b. Gold Bar (Mr. Nickels).....5
Mr. F. S. Gordon's dun Dauntless (Mr. Captain
Lindsay).....6
Mr. F. S. Gordon's bk. Lord of the Isles (Mr.
Essex).....7

Mr. Paul declared to win with Gold Bar, and
Mr. Gordon with East Wind.
At the second attempt a good start was effected,
Dauntless on the extreme outside cutting out the
running, closely pursued by East Wind, Mr.
Paul's pair, and Rosella, with strathpeffer next,
and Lord of the Isles, lengths away, last. On
making the turn out of the straight the leader
ran wide and lost his place, shamrock, East
Wind, and Gold Bar carrying on the running, with
strathpeffer and Rosella close handy, Lord of the
Isles next, and Dauntless last. No other change
occurred until passing the half-mile post, where
Mr. Grammont's pony was sent to the front,
with Gold Bar beaten, and East Wind cutting in
the race appeared reduced to a match between
old "Peffer" and shamrock. When fairly in the
line for home, Lord of the Isles suddenly came
with a great rush next the rails, Rosella at the
same time challenging vigorously on the extreme
outside, and a grand race ensued all the way

THE HONGKONG TELEGRAPH.

Commercial.

SHARES.
 Hongkong and Shanghai Bank—112 per cent.
 Union Insurance Society of Canton—\$1,600 per share, buyers.
 China Traders' Insurance Company—\$1,600 per share.
 North China Insurance—Tls. 1,175 per share.
 Yangtze Insurance Association—Tls. 885 per share.
 Chinese Insurance Company—\$280 per share, sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$970 per share, buyers.
 China Fire Insurance Company—\$297 per share, sellers.
 Hongkong and Whampoa Dock Company—50 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—24 premium, sales.
 China Coast Steam Navigation Company—Tls. 162 per share.
 Hongkong Gas Company—\$85 per share.
 Hongkong Oil Company—\$102 per share.
 China Sugar Refining Company, Limited—\$170 per share, sellers.
 China Sugar Refining Company (Debtors)—3 per cent. premium.
 Hongkong Ice Company—\$130 per share.
 Hongkong and China Bakery Company, Limited—\$524 per share.
 Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.
 Chinese Imperial Loan of 1881—3 per cent. prem.

EXCHANGE.

ON LONDON.
 Bank Bills, at demand 3/8
 Bank Bills, at 3 months' sight 3/8
 Credits, at 4 months' sight 3/9
 Documentary Bills, at 4 months' sight 3/9
ON PARIS.
 Bank Bills, at demand 4.68
 Credits, at 4 months' sight 4.80
 On Hamburg—Bank, 3 days sight 2.20
 On Calcutta—Bank, 3 days sight 2.20
ON SHANGHAI.
 Bank, sight 721
 Private, 30 days' sight 721

OPIMUM MARKET.—THIS DAY.

NEW MALWA per picul, \$660
 (Allowance, Tals. 45.)
OLD MALWA per picul, \$705
 (Allowance, Tals. 45.)
PATNA (without choice) per chest, \$600
PATNA (first choice) per chest, \$605
PATNA (second choice) per chest, \$595
PATNA (bottom) per chest, \$610
BENARES (without choice) per chest, \$597
BENARES (bottom) per chest, \$600
PERSIAN per picul, \$500

HONGKONG TEMPERATURE.

(From Messrs. FAIRBANKS & Co.'s Register.)
 This Day.
 Barometer—9 A.M. 30.08
 Barometer—P.M. 30.06
 Thermometer—9 A.M. 56
 Thermometer—P.M. 56
 Thermometer—W. (Wind) 56
 Thermometer—W. (Wind) 56
 Thermometer—Minimum (over night) 48

CHINA COAST METEOROLOGICAL REGISTER.

| THIS DAY'S TELEGRAMS. | | | | | | | | | |
|-----------------------|-----------|-------|-----------|-----------|-----------|---------|----------|--------|-----------|
| BAROMETER. | HONGKONG. | AMOI. | SHANGHAI. | NAGASAKI. | YOKOHAMA. | MANILA. | CELEBES. | MACAO. | HAIPHONG. |
| Thermometer. | 56.0 | 56.0 | 56.0 | 56.0 | 56.0 | 56.0 | 56.0 | 56.0 | 56.0 |
| Force. | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Dry Thermometer. | 55.5 | 55.0 | 54.0 | 53.0 | 52.0 | 51.0 | 50.0 | 49.0 | 48.0 |
| Wet Thermometer. | 47.5 | 47.0 | 46.0 | 45.0 | 44.0 | 43.0 | 42.0 | 41.0 | 40.0 |
| Wind. | W. | W. | W. | W. | W. | W. | W. | W. | W. |
| Hourly Rain. | — | — | — | — | — | — | — | — | — |
| Quantity fallen. | — | — | — | — | — | — | — | — | — |

MAILS EXPECTED.

THE AMERICAN MAIL.
 The O. & O. steamer *Belgic*, with the next American mail, will leave Yokohama to-morrow, and arrive in Hongkong about the 27th instant.
THE INDIAN MAIL.
 The direct steamers, with the next Indian mail, left Calcutta on the morning of the 18th instant, and may be expected to arrive here on or about the 7th March.

STEAMERS EXPECTED.

The German steamer *Hesperia* left Singapore on the 18th instant, and may be expected to arrive here on or about the 26th.
 The Union Line steamer *Canopus* left Singapore on the 21st instant, and may be expected to arrive here on or about the 28th.
 The steamer *Martha*, from Sydney, &c., left Port Darwin, for Hongkong, on Sunday, the 19th instant, and is due here on or about the 2nd March.
 The steamer *Ocean*, from Sydney, via Fremantle, W.A., arrived at Surabaya, en route for Hongkong, on Sunday, the 19th instant.
 The steamer *Neos* left Sydney on the 6th February, and is due here on or about the 1st March.
 The E. & A. S. Co.'s steamer *Memuir* left Cooktown on the 15th instant, and is due here on or about the 3rd March.
 The E. & A. S. Co.'s steamer *Tannadice* left Sydney on the 18th instant, and is due here on or about the 12th March.

Shipping.

ARRIVALS.
 Feb. 22, CHATTANOOGA, American bark, 527, Ashon, Newcastle 21st December, Coal—D. Laprak & Co.
 Feb. 23, GRACE DEERING, American bark, 734, C. Salvage, Newcastle 24th December, Coal—Adamson, Bell & Co.
 Feb. 23, CRESCENT, American bark, 613, W. B. Ruland, Newcastle 31st December, Coal—Russell & Co.
 Feb. 23, MARIE, German bark, 428, C. A. Hundewaldt, Quinhon 12th February, Salt—Wiel & Co.
 Feb. 23, HOIHOW, British steamer, 895, J. Shaw, Canton 22nd February, General—J. Butterfield & Swire.
 Feb. 23, CHINKIANG, British steamer, 799, Orr, Canton 22nd February, General—Siemssen & Co.
 Feb. 23, PAULINE, German bark, 1,098, H. Chulken, Cardiff and October, Coal—Melchers & Co.
 Feb. 23, HAIKONG, British steamer, 277, F. Ashon, Tamsui 18th February, Taiwanfoo 20th, Amoy 21st, and Swatow 22nd, Oranges—D. Laprak & Co.

DEPARTURES.
 Feb. 23, CHINA, German steamer, for Shanghai.
 Feb. 23, STENTOR, British steamer, for Amoy.
 Feb. 23, LIDO, British steamer, for Swatow and Bangkok.
 Feb. 23, GREYHOUND, British steamer, for Hoihow &c.
 Feb. 23, KANG-CHI, Chinese steamer, for Hoihow &c.

THE AMERICAN BARK CHATTANOOGA reports left Newcastle on the 21st December, and had strong N.E. winds the first part; thence to arrival fresh wind.

The British steamer *Hailong* reports left Tamsui on the 18th instant, Taiwanfoo on the 20th, Amoy on the 21st, and Swatow on the 22nd. From Tamsui to Taiwanfoo strong N.E. breeze with high sea. From Taiwanfoo to Amoy strong N.E. breeze with high sea. From Amoy to Swatow fresh N.E. breeze. From Swatow to Hongkong moderate N.E. breeze and fine weather. In Amoy the steamer *Kwangtung*. In Swatow the steamships *Chefoo*, *Fokien*, and *Yeh-shin*.

SHANGHAI SHIPPING.
ARRIVALS.
 6, Tamsui, British steamer, from Hongkong.
 6, Lee-yuen, British steamer, from Hongkong.
 6, Kiang-tung, Chinese str., from Hongkong.
 6, Brutus, German str., from Kuchinotzu.
 6, Hing-shing, Chinese str., from Chefoo.
 7, Tyne, British steamer, from Nagasaki.
 7, Kiang-piau, Chinese str., from Hongkong.
 7, Kung-wu, British steamer, from Hongkong.
 7, B. Diamond, Ger. bk., from Burrard's In.
 7, Yangtze, British steamer, from Hongkong.
 8, Yeh-shin, Chinese steamer, from Amoy.
 8, Cathay, British steamer, from Bombay, &c.
 9, Shanghai, British steamer, from Hongkong.
 9, Hanyang, British steamer, from Hongkong.
 9, Genka Maru, Japanese str., from Japan.
 9, Yung-ning, Chinese str., from Wenchow.
 10, Appin, British steamer, from Foochow.
 10, Foochow, British steamer, from Swatow.
 10, Hideyoshi Maru, Jap. str., from Kuchinotzu.
 11, Kiang-foo, Chinese steamer, from Hongkong.
 11, Chilton, British steamer, from Nagasaki.
 11, Taiwan, British steamer, from Hongkong.
 11, Hae-san, Chinese steamer, from Foochow.
 11, Chinkiang, British steamer, from Hongkong.
 11, Tamsui, British steamer, from Ningpo.
 12, Kiang-shun, Chinese steamer, from Hongkong.
 12, Kiang-kwan, Chinese str., from Hongkong.
 12, Peking, British steamer, from Hongkong.
 12, Pelham, British brig, from Nagasaki.
 12, Ardiente, British str., from Nagasaki.
 12, Kiang-yung, Chinese str., from Hongkong.
 12, W. C. de Vries, British str., from Hongkong.
 12, Fuh-wu, British steamer, from Hongkong.
 12, Kiang-teon, Chinese str., from Ningpo.
DEPARTURES.
 6, Tamsui, British str., for Nagasaki.
 6, Fuh-wu, British steamer, for Hongkong.
 7, Chefoo, British steamer, for Chefoo.
 7, W. C. de Vries, British str., for Hongkong.
 7, Yoritomo Maru, Brit. str., for Kuchinotzu.
 7, Ardiente, British steamer, for Nagasaki.
 8, Pelho, French steamer, for Hongkong.
 8, Nagoya Maru, Japanese str., for Nagasaki.
 8, Escambia, British steamer, for Yokohama.
 8, Swatow, British steamer, for Chefoo.
 8, Tyne, British steamer, for Nagasaki.
 8, Brutus, German steamer, for Kuchinotzu.
 8, Traillants, British steamer, for Nagasaki.
 8, Wuhu, British steamer, for Nagasaki.
 9, Toyoshima Maru, Jap. str., for Nagasaki.
 10, Kung-wu, British steamer, for Hongkong.
 10, Yangtze, British steamer, for Chinkiang.
 11, Hanyang, British steamer, for Hongkong.
 11, Kiang-piau, Chinese steamer, for Hongkong.
 12, Peking, British steamer, for Chinkiang.
 12, Hideyoshi Maru, Jap. str., for Kuchinotzu.
 12, Hedvig, British bark, for Foochow.
 12, Kiang-foo, Chinese steamer, for Hongkong.
 12, Taiwan, British steamer, for Hongkong.
 12, Deucalion, British steamer, for London.

VESSLS ARRIVED IN EUROPE FROM PORTS IN JAPAN AND MANILA.
 (Per last Mail's Advice.)
 Barcelona (s) Manila Dec. 20
 Patroclus (s) China Ports Dec. 22
 Fleurs Castle (s) Hongkong Dec. 28

VESSLS EXPECTED AT HONGKONG.
 (Corrected to Date.)
 Melbourne Cardiff Aug. 9
 Morington Penarth Aug. 17
 Tebe Trieste Sept. 17
 Endymion London Sept. 17
 Importer Cardiff Sept. 27
 Livingston Hamburg Nov. 3
 Henry Cardiff Nov. 3
 Christine Cardiff Nov. 3
 Rock Terrace Newport Nov. 5
 Christy Cardiff Nov. 5
 Trait d'Union St. Malo Nov. 7
 Hilda Elbe Nov. 7
 Bramblecye Cardiff Nov. 10
 Baikal Antwerp Nov. 12
 Core London Dec. 14
 Still Water New York Dec. 15
 Paul Hamburg Dec. 16
 Fookang (s) Cardiff Dec. 20
 Chi-yuen (s) Greenock Dec. 23
 Pliam (s) Greenock Dec. 23
 Truth Sunderland Jan. 4
 Fleming (s) London Jan. 4
 Glamis Castle (s) London Jan. 9

SHIPPING IN HONGKONG.

STEAMERS.
 Jan. 31, ASTINGTON, British steamer, 800, Allison, Bangkok 31st January, and Saigon 25th, General—Siemssen & Co.
 Feb. 19, ASIA, Danish steamer, 880, Djorup, Saigon 14th Feb., Rice—Siemssen & Co.
 Feb. 14, ATALANTA, German steamer, 790, E. G. Pfaff, Saigon 7th February, Rice—Siemssen & Co.
 Feb. 15, BELLONA, German steamer, 780, L. devaldt, Bangkok 2nd February, Rice—Kung Onn.
 Nov. 29, CEBU, American steamer, 373, Edgar, Captain.
 Feb. 6, CITY OF TOKIO, American steamer, 5,079, J. Maury, San Francisco 7th January, and Yokohama 31st, Mails and General—P. M. S. Co.
 Sept. 28, CONQUEST, British steamer, 316, Hamilton—Shun Hing Hong.
 Jan. 31, DANUBE, British steamer, 561, Clanchy, Bangkok 22nd January, General—Yuen Fat Hong.
 Feb. 20, CRAIGLANDS, British steamer, 709, J. R. Holman, Nagasaki 13th February, Coal—Jardine, Matheson & Co.
 Feb. 22, CRUSADER, British steamer, 642, Rowin, Saigon 16th February, Rice—Tung Yuen & Co.
 Feb. 18, DECIMA, German steamer, 1,151, Petersen, Saigon 14th Rice—Siemssen & Co.
 Feb. 19, GEORGINA, British steamer, 1,159, W. J. Weber, Bombay 23rd January, and Singapore 11th Feb., General—P. & O. S. N. Co.
 Feb. 18, EMERALDA, British steamer, 395, R. Talbot, Manila 15th February, General—Russell & Co.
 Feb. 15, FREYA, German steamer, 52, Homéyer, Yap 4th February, Ballast—Blackhead & Co.
 Feb. 16, GLENIFFER, British steamer, 1,411, E. Norman, London 18th December, and Singapore 5th February, General—Jardine, Matheson & Co.
 Feb. 19, HIMALAYA, British steamer, 514, W. R. Beale, Saigon 14th February, General—Siemssen & Co.
 Oct. 29, HONGKONG, British steamer, 67, Kennerly—Kwok Achong & Sons.
 Feb. 4, HONGKONG, British steamer, 958, J. B. Fryer, Plymouth 14th December, via Singapore, Coal and General—Siemssen & Co.
 Jan. 29, HUNGARIA, Austro-Hungarian str., 1,460, G. Sturli, Trieste 1st December, Bombay, Colombo, Penang, and Singapore 21st Jan., General—Melchers & Co.
 Feb. 19, HUNGARIA, British steamer, 984, W. M. D. Allison, Nagasaki 14th February, Coal, Geo. R. Stevens & Co.
 Dec. 19, JOLOANO, Spanish steamer, 654, Marquer, R. Mourante.
 Feb. 20, MALACCA, British steamer, 1,045, H. Weighill, Yokohama 11th February, Mails and General—P. & O. S. N. Co.
 July 7, LI TAI, Annamite steamer, 1,000, Li Ton Tack—Captain.
 Jan. 14, NASSAU, British steamer, 862, Westoby—D. Laprak & Co.
 Feb. 19, NYMPHA, British steamer, 783, J. Wagner, Saigon 15th February, Rice—Siemssen & Co.
 Feb. 18, PICCOLA, German steamer, 847, Ost, Manila 14th February, General—Wiel & Co.
 Feb. 17, PING-ON, British steamer, 575, A. A. McCaslin, Pakhoi 14th February, and Hoihow 15th, General—Russell & Co.
 Nov. 24, SEA GULL, American steamer, 48, Hayden—China Traders' Insurance Co.
 July 7, SHUN TUN, Annamite steamer, 93, Yuen Man Fui—Captain.
 Feb. 18, VLADIVOSTOK, Russian steamer, 678, P. Voronoff, Bangkok 4th February, Rice—Melchers & Co.
 Feb. 22, VOLMET, Danish steamer, 979, Hintelmann, Saigon 17th February, Rice—Siemssen & Co.
 Feb. 22, YANGTZE, British steamer, 784, Canton 21st February, General—Siemssen & Co.
 Feb. 16, YOTUNG, British str., 286, Kennett, Swatow 15th February, General—Kwok Achong & Sons.

SAILING VESSELS.
 Feb. 2, ADAM M. SIMPSON, American ship, 1,467, A. College, Yokohama 24th January, Ballast—Master.
 Jan. 14, ANHOLD, German bark, 868, Mahr—Amhold, Karberg & Co.
 Jan. 9, ALDEN BESSE, American bark, 842, Noyes—Kozario & Co.
 Jan. 21, ANDROMEDA, German ship, 1,879, Schapper—Order.
 Feb. 10, ANNA WICHORST, German 3-m. sch., 384, C. Brandt, Chefoo 10th Feb., General—Wiel & Co.
 Feb. 1, BODILD, German bark, 564, J. E. Hacke, Hamburg 26th September, General—Siemssen & Co.
 Feb. 1, CASHEIR, American ship, 917, J. Williams, Cardiff 13th September, Coal—Messageries Maritimes.
 Nov. 21, BLUE JACKET, Amer. ship, 1,396, Percival—Russell & Co.
 Feb. 11, CASHIER, American bark, 935, J. C. Callamore, Singapore 5th January, Timber—Tan Tye & Co.
 Dec. 27, C. REDMAN, Amer. bark, 598, Elliott—Master.
 Jan. 1, COLOMA, Amer. bark, 853, C. M. Noyes—Rosario & Co.
 Jan. 12, DELPHIN, German schooner, 288, Lilienthal—Melchers & Co.
 Jan. 26, EDWIN REED, American bark, 1,178, J. B. Gilmore, Cardiff 21st August, Coal—Order.
 Jan. 31, ELISE, German bark, 513, Bruhn, Whampoa 30th January—Order.
 Feb. 19, ENDYMION, British bark, 759, T. Richardson, London 25th September, General—Amhold, Karberg & Co.
 Jan. 28, FRITZ, German ship, 420, F. F. Landwehr, Cardiff 9th August, Coals—Melchers & Co.
 Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley—Order.
 Jan. 29, IMPORTER, American ship, 1,260, Allyne, Cardiff 2nd October, Coal—Messageries Maritimes.
 Feb. 11, LUCIA, British bark, 640, Crawley, Liverpool 21st October, Coal—Adamson, Bell & Co.
 Feb. 7, MARGARET, German ship, 1,238, C. Poye, Cardiff 4th September, Coal—Order.
 Jan. 9, MARIE, German ship, 1,218, Schildt—Order.
 Jan. 26, MARY WHITRIDGE, American ship, 850, Geo. Freeman, New York 17th August, Petroleum—Order.
 Nov. 25, NICOLAS THAYER, Amer. bark, 585, Craley—Russell & Co.
 Feb. 2, NELLIE M. SLADE, American barkentine, 561, D. Gould, Newcastle 7th December, Coal—Melchers & Co.
 Feb. 7, NORSEMAN, Chinese ship, 711, Murray, Bangkok 30th October, General—Chinese.
 Jan. 14, ONEIDA, American ship, 1,120, Carver—Adamson, Bell & Co.
 Feb. 20, ORIENT, German bark, 461, W. C. Rodger, Quinhon 6th February, salt—Ed. Schellhass & Co.
 Dec. 8, PANAY, American ship, 1,190—Adamson, Bell & Co.
 Jan. 14, PEARL, American bark, 576, R. Howes—Pioneer.
 Jan. 4, RAVEN, German ship, 343, Veal—Ed. Schellhass & Co.

HONGKONG—SAILING VESSELS.

(Continued.)
 Dec. 2, RINGLEDEN, Amer. ship, 1,183, Bray—Order.
 Feb. 2, R. CLAYTON, American bark, 240, Thomas Davies, Laguinanc 23rd Dec., and Santa Cruz 24th January, Lumber—Cosmopolitan Dock Co.
 Feb. 19, SEA RIFLE, British schooner, 187, W. Sly, Freemantle 7th January, sandalwood—Siemssen & Co.
 Feb. 16, SOPHIE, German brig, 230, H. Hinge, Quinhon 25th January, salt—Wiel & Co.
 Nov. 14, SPARTAN, American schooner, 81, Vincent—W. H. Ray.
 Nov. 17, SURETY OF THE AGE, British bark, 347, Williams—Vogel & Co.
 Jan. 26, SUMATRA, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber—Hongkong and Whampoa Dock Co.
 Oct. 8, SVEN, American ship, 875, Brown—Russell & Co.
 Jan. 25, TUCUMSEH, American ship, 1,309, E. Lincoln, Cardiff 27th July, Coal—Borneo Co., Limited.
 Feb. 6, THREE BROTHERS, British bark, 566, T. Chichester, Swatow 5th February, Ballast—Chinese.
 Jan. 31, VALPARAISO, German bark, 486, F. Meyer, Hamburg 17th July, General—Melchers & Co.
 Wakefield, American bark, 887, Crowell—Captain.
 Feb. 18, W. H. BESSE, British bark, 1,027, B. C. Baker, Melbourne 7th January, Ballast—Russell & Co.
 Jan. 9, W. J. ROBERT, American ship, 1,703, Bray—Russell & Co.

CANTON.
 Feb. 22, PEKING, British steamer, 954, Drewes, Chinkiang 18th February, Rice—Siemssen & Co.

RIVER STEAMERS.
 Ichang, British steamer, 700, Ogston—Butterfield & Swire.
 Kiu-kiang, British steamer, 617, T. Benning—Hongkong, Canton, and Macao Steam-boat Co.
 Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
 Kiang-chow, British steamer, 159, Goggin—Kwok Achong & Sons.
 Fowan, British steamer, 1,890, A. Benning—Hongkong, Canton, and Macao Steam-boat Co.
 Spark, British steamer, 1,140, Hayland—Hongkong, Canton, and Macao Steam-boat Co.
 White Cloud, British steamer, 280, Cary—Hongkong, Canton, and Macao Steam-boat Co.
 Yot-sai, British steamer, 180, McDougall—Kwok Achong & Sons.

AMOI.
 In Port on 14th February, 1882.
 Assens, Danish bark, 255 (Vandel)—H. A. Petersen & Co.
 Blankens, German schooner, 258 (Spiesen)—Pasdag & Co.
 Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.
 Helena, German bark, 263 (Thomson)—H. A. Petersen & Co.
 Hieronimus, German bark, 231—H. A. Petersen & Co.
 Presto, British bark, 384 (Laidman)—Boyd & Co.
 Queen of India, British bark, 389 (J. Manley)—Order.
 Velox, Dutch bark, 240 (Wilkins)—H. A. Petersen & Co.

FOOCHOW.
 In Port on 12th February, 1882.
 Amoy, German schooner, 314 (Schado)—Chinese.
 Chioche, British bark, 774 (Mahr)—Chinese.
 Hilda, British bark, 359, Kuefo, Chefoo 19th January—Chinese.
 Oscar Vidal, British bark, 295 (Richter)—Chinese.
 Willie, British schooner, 274 (Badnoch)—Chinese.

SHANGHAI.
 In Port on 15th February, 1882.
 Argos, British brig, 289 (Johnson)—Nils Moller.
 Batavia, British bark, 774 (enkins)—Nils Moller.
 Black Diamond, German bark, 583 (Boyd)—F. A. Burchard.
 Brenda, British bark, 291 (Swansen)—MacKenzie & Co.
 Charley, British bark, 359 (Ray)—Nils Moller.
 Ching-tah, British bark, 456 (Schultz)—J. W. Muller & Co.
 Eden, British bark, 312 (Nairn)—Forrester, Lavers & Co.
 F. V. Litchfield, American bark, 1082 (Spalding)—Russell & Co.
 Hedvig, British bark, 375 (Hendro)—Nils Moller.
 J. Nicholson, British ship, 685 (Campbell)—Melchers & Co.
 John Tait, British bark, 1,147 (Ryan)—C. & J. Trading Co.
 Lee-yih, British bark, 219 (Hankinson)—Morris & Co.
 M. Nattenbohm, American ship, 1,168 (Nairn)—C. & J. Trading Co.
 Perle, German bark, 405 (Klyhn)—Carlowitz & Co.
 W. Siegfried, British bark, 393 (Hansen)—Nils Moller.

NAGASAKI.
 In Port on 9th February, 1882.
 Artemisia, British bark, 332 (McFarlane)—Holme Ringer & Co.
 Sumanoura Maru, Japanese bark, 925 (Spiegelthal)—M. B. M. Co.
 Pelho, German bark, 433 (Lainken)—Captain.
 Pelham, British brig, 254 (Downie)—Chinese.

YOKOHAMA.
 In Port on 8th February, 1882.
 Ada Melmore, British brig, 569 (Sewell)—A. Reimers & Co.
 Adele, Russian schooner, 43 (Gouldes)—F. Retz.
 A. Cashman, American schooner, 51 (Tibbey)—Captain.
 Diana, American schooner, 64 (Peterson)—Captain.
 Helena, American schooner, 60 (Ewalt)—Captain.
 Jane spott, British bark, 669 (Hughes)—A. Reimers & Co.
 Kiya, Russian schooner, 113 (Johnstone)—Captain.
 May, British schooner, 236 (Charles Grant)—F. M. Co.
 M. C. Bohm, German schooner, 80 (Baade)—P. Bohm.
 North Star, Russian schooner, 38 (Ridderbelle)—Captain.
 Ohude, American schooner, 72 (Wilson)—Captain.
 Otome, American schooner, 52 (Snow)—Captain.
 Osego, American schooner, 36 (Pearce)—Captain.
 Otter, American schooner, 70 (Littlejohn)—Captain.
 P. Bohm, German bark, 433 (Lamekens)—P. Bohm.
 Pioneer, American schooner, 54 (Wilson)—W. Copland.
 Wandering Jew, American ship, 1737 (Talpey)—P. M. Co.

Markets.

REPORTED BY CHINESE FIRMS AND CORRECTED TO DATE.

AMERICAN DRILLS, 30 yards, per piece \$2.50 to 3.00
AMERICAN DRILLS, 15 yds., per piece \$2.50 to 3.00
COTTON YARN, No. 16 to 24, per 400 lbs. \$28.50 to 30.00
COTTON YARN, No. 28 to 32, per 400 lbs. \$28.50 to 30.00
COTTON YARN, No. 40 to 48, per 400 lbs. \$28.50 to 30.00
COTTON YARN, No. 60 to 80, per 400 lbs. \$28.50 to 30.00
CHINESE DRILLS, 30 yards, per piece \$2.50 to 3.00
CHINESE DRILLS, 15 yds., per piece \$2.50 to 3.00
CHINESE DRILLS, 10 yds., per piece \$2.50 to 3.00
CHINESE DRILLS, 5 yds., per piece \$2.50 to 3.00
CHINESE DRILLS, 2 yds., per piece \$2.50 to 3.00
CHINESE DRILLS, 1 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/2 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/4 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/8 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/16 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/32 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/64 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/128 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/256 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/512 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/1024 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/2048 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/4096 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/8192 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/16384 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/32768 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/65536 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/131072 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/262144 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/524288 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/1048576 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/2097152 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/4194304 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/8388608 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/16777216 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/33554432 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/67108864 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/134217728 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/268435456 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/536870912 yd., per piece \$2.50 to 3.00
CHINESE DRILLS, 1/1